BookletChart™

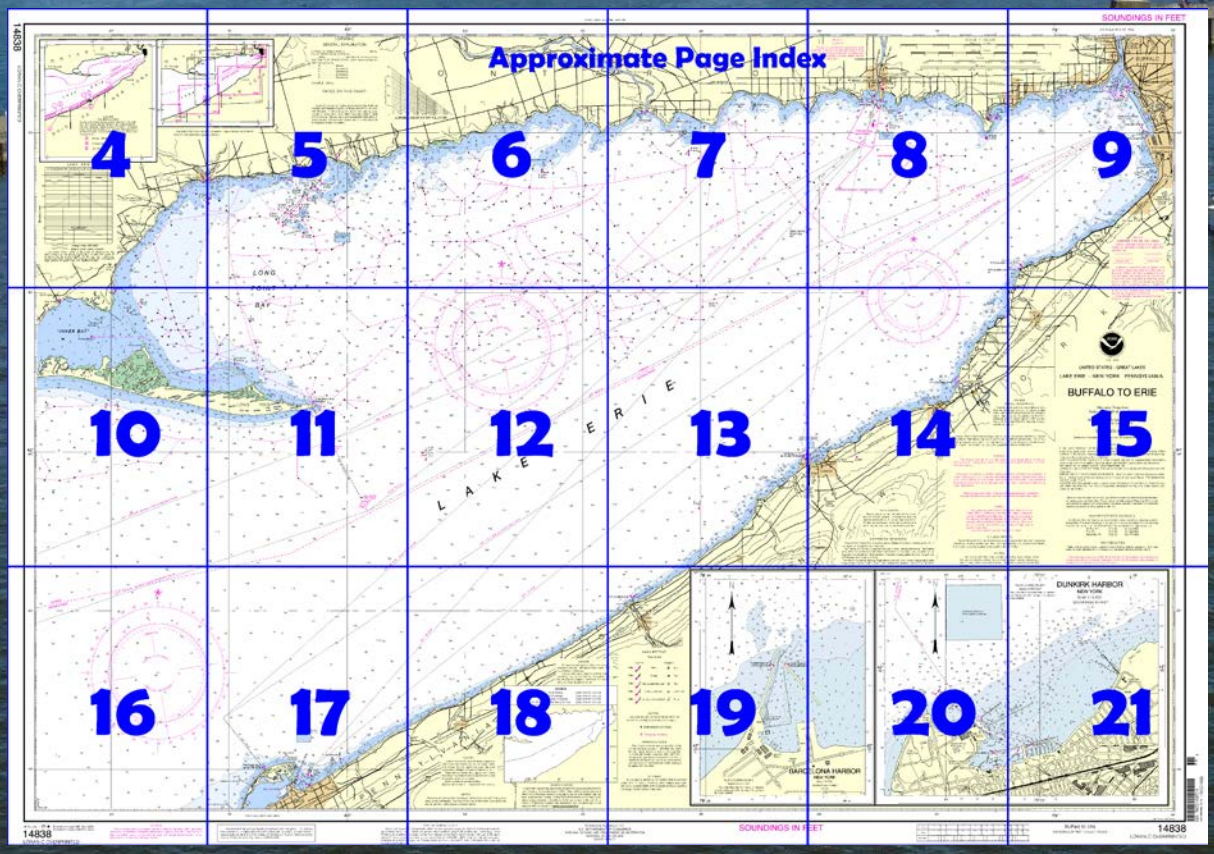
Buffalo to Erie

NOAA Chart 14838

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

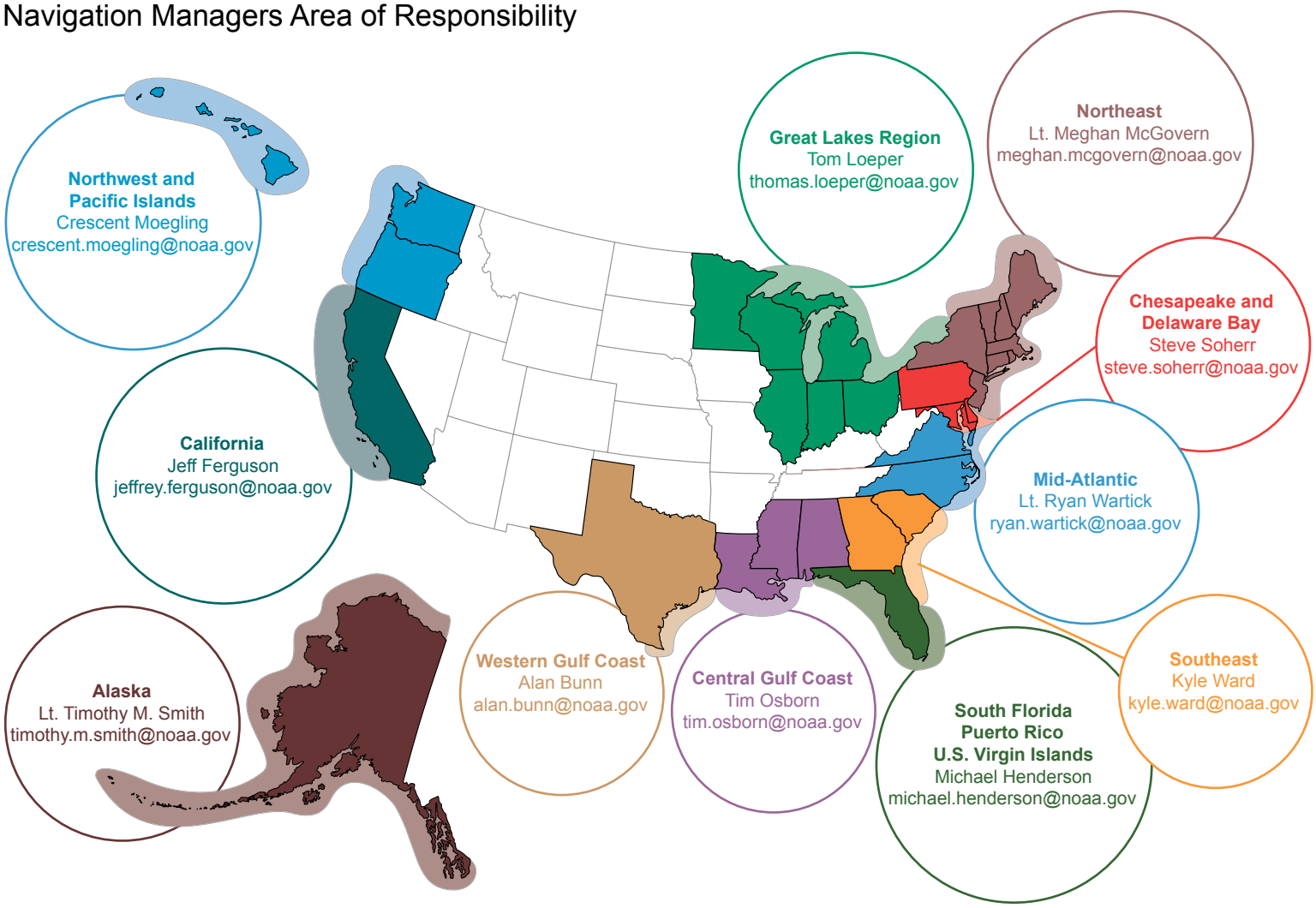
For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/coastpilot_w.php?book=6.

(Selected Excerpts from Coast Pilot)
Niagara River above Niagara Falls.–At its east end, **Lake Erie** becomes comparatively narrow and has its outlet in the Niagara River. From the head of the river, it is about 20 miles to the falls and rapids of **American Falls** and **Horseshoe Falls**. About 5 miles below the head, the river is divided into two channels by **Strawberry Island** and **Grand Island**. **Tonawanda Channel** and **Niagara River Channel**, the U.S. channels, lead to the east of these islands, and **Chippawa Channel**, the Canadian channel, leads to the west of these islands. At the lower end of Grand Island, the channels rejoin and lead for about 3.5 miles to the falls.
The **International boundary** between the United States and Canada follows a general middle of the river course in the upper Niagara River from the head of the river downstream to the head of Grand Island where the river forks around the island. The boundary then follows Chippawa Channel and is generally less than 1,000 feet off the west shore of Grand Island until Chippawa Channel and Niagara River Channel join at the northwest end of Grand Island. The boundary again follows a general middle of the river course around the south side of **Goat Island** and over Niagara Falls.
Caution.–The canal generally has a slight current downstream. During rapidly rising or high water in Lake Erie, there is a strong crosscurrent at the south end of Bird Island Pier.
Buffalo Harbor is at the east end of Lake Erie, where the lake converges to an open and comparatively shallow bay about 8 miles across north and south and is subject to great storms from the southwest. The lake discharges into the Niagara River at the northeast corner of this bay. The city of **Buffalo, NY**, is along the E lakeshore and the east bank of the head of the **Niagara River**. **Buffalo River** meanders through the city from east to west and enters the lake near the head of the Niagara River.
From **Stony Point** at the south end of Buffalo Harbor, the shoreline trends south for about 3.5 miles and is obstructed by shallow patches extending 1 mile offshore.
Dangers.–Numerous unmarked detached shoal spots with depths less than 30 feet are in the E end of Lake Erie, in the approaches to Buffalo Harbor and the Niagara River. **Waverly Shoal**, with a least depth of 10 feet, is 1.9 miles west-southwest of Buffalo Harbor Light. Depths of 18 feet extend about 0.4 mile North and 1 mile South from the shallowest part of the shoal.
Unmarked 20-foot shoals are 1.4 and 2.6 miles southwest of Buffalo Harbor Light.
An artificial reef is 1.9 miles south-southeast of Buffalo Harbor Light in about 42°50'41"N., 78°53'27"W.
Presque Isle (42°10.4'N., 80°04.8'W.) is a peninsula forming nearly landlocked Erie Harbor. The peninsula is connected to the mainland by a narrow neck at the west end and broadens as it curves around to the northeast and east. The entrance to Erie Harbor is on the south side of the east end of the peninsula.
Erie Harbor, about 78 miles southwest of Buffalo, is in **Presque Isle Bay**, enclosed from the lake by Presque Isle. The bay opens to the east and is about 4.5 miles long and 1.5 miles wide. Erie Harbor, serving the city of **Erie, PA,** is in the southeast part of the bay.
Anchorages.–Good anchorage is in the center of Presque Isle Bay in depths of 12 to 22 feet, mud bottom. Local regulations prohibit vessels from anchoring in any channel or mooring to channel markers and buoys. Vessels over 100 feet long or over 50 tons are prohibited from anchoring within 500 feet of the city water intake or sewer pipelines. The city water intake extends northwest across Presque Isle Bay and is marked by buoys.
Dangers.–An unmarked submerged pier, covered 1 to 2 feet, extends about 2,000 feet from shore 0.8 mile southsoutheast of Erie Harbor Pierhead Light.
Harbor Regulations.–Harbor Regulations are established by the Erie-Western Pennsylvania Port Authority and enforced by the harbormaster. A speed limit of 3 mph (2.6 knots) is enforced in the East and West Canal Basins and within 300 feet of the shoreline, and 5 mph (4.4 knots) elsewhere in the harbor. Copies of the regulations may be obtained from the Port Authority Office, 17 W. Dobins Landing, Erie, PA 16501, telephone 814–455–7557.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Cleveland	Commander 9th CG District Cleveland, OH	(216) 902-6117

Navigation Managers Area of Responsibility

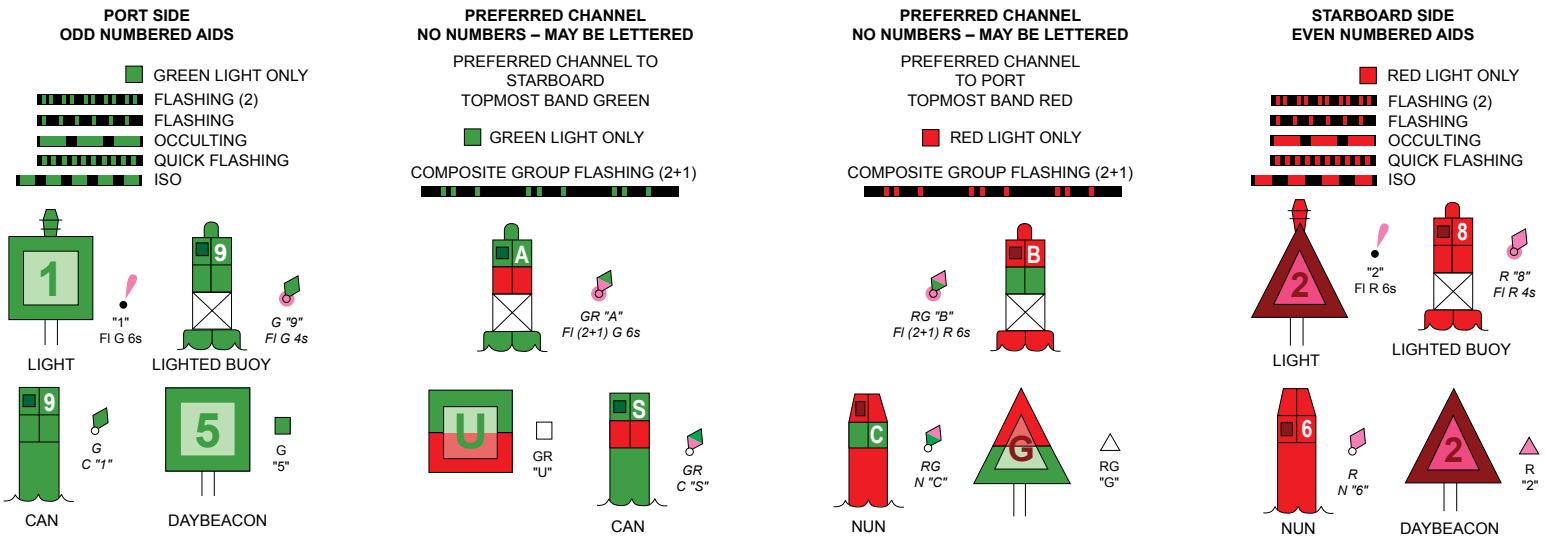


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

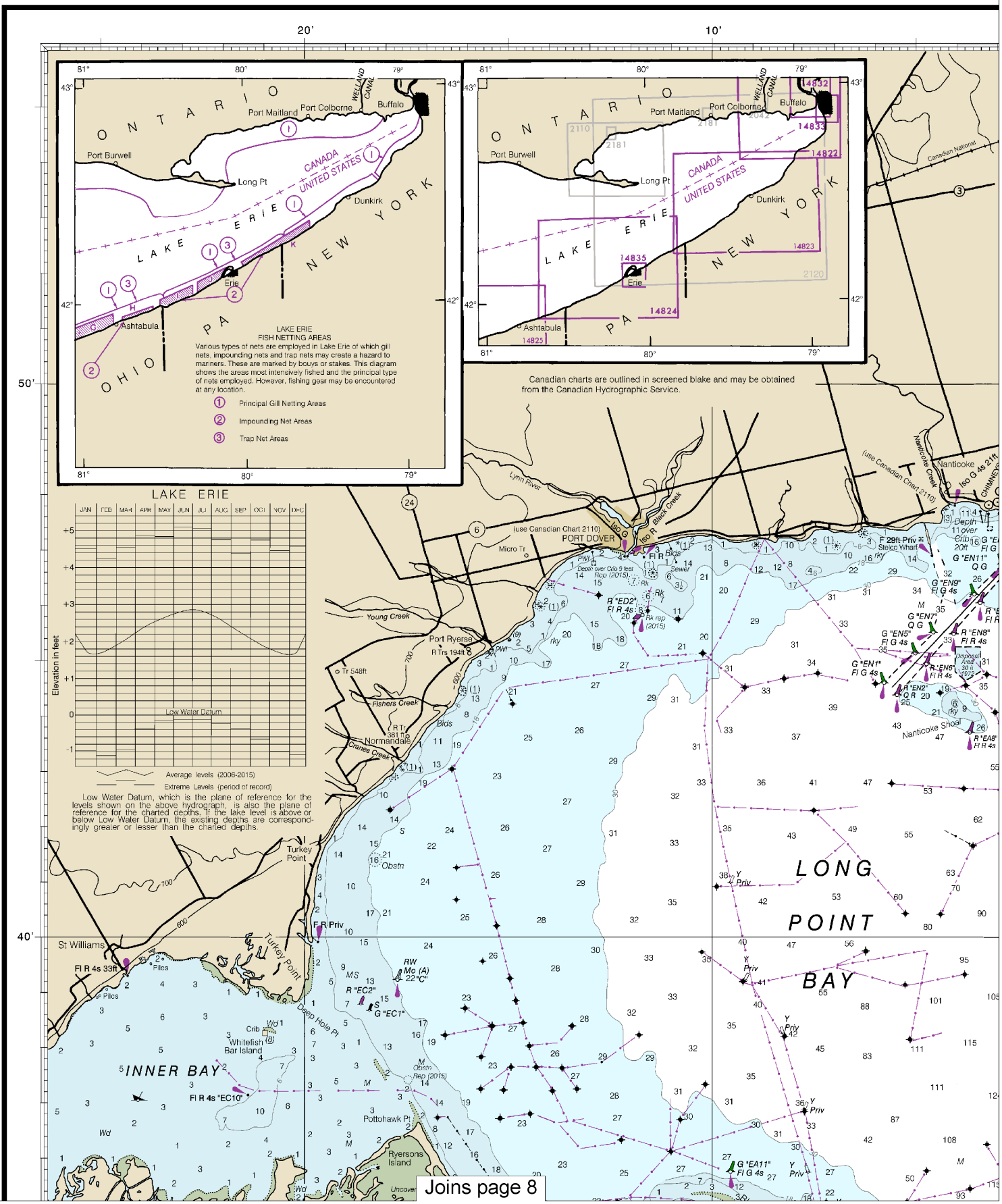
To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*



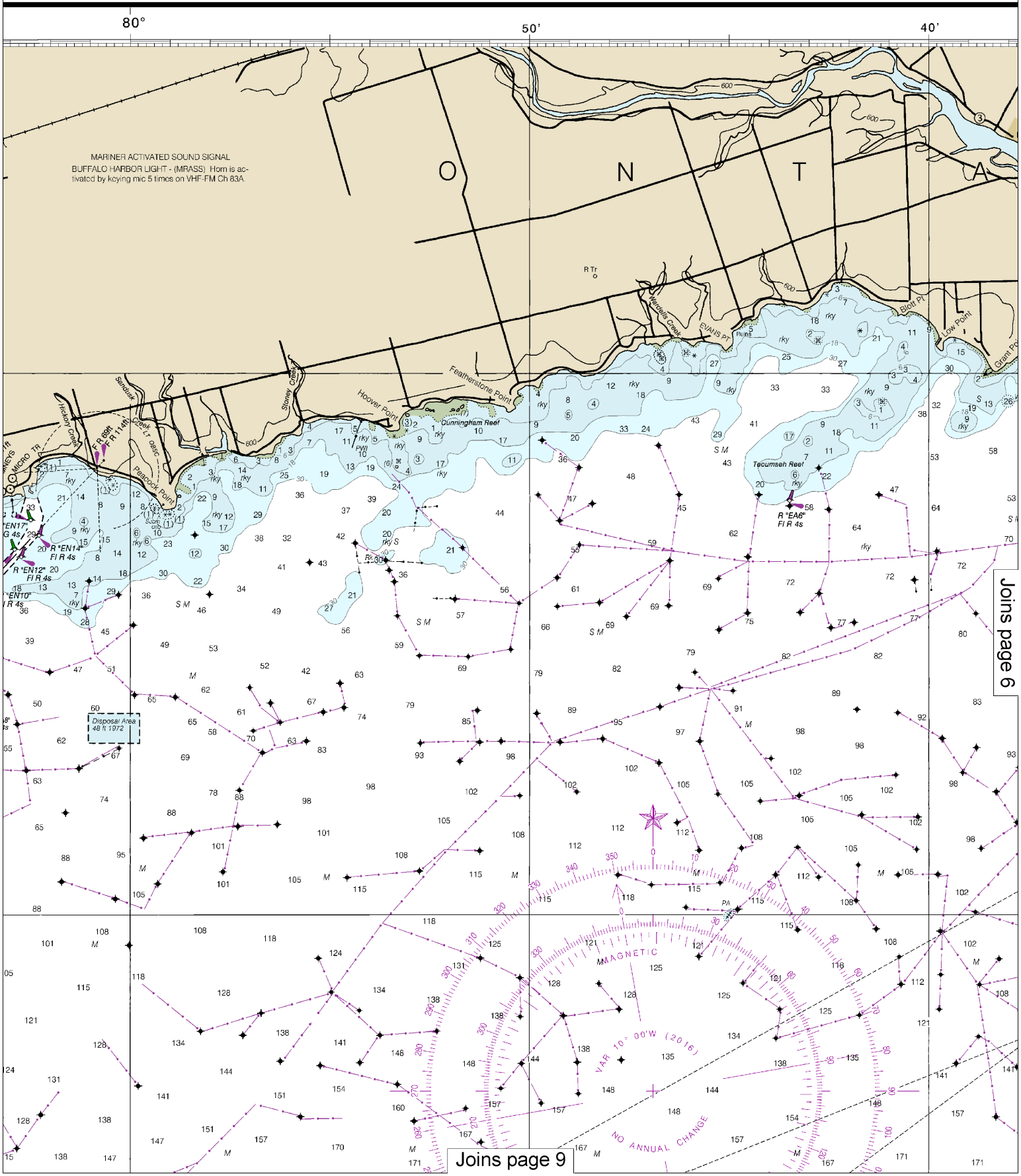
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

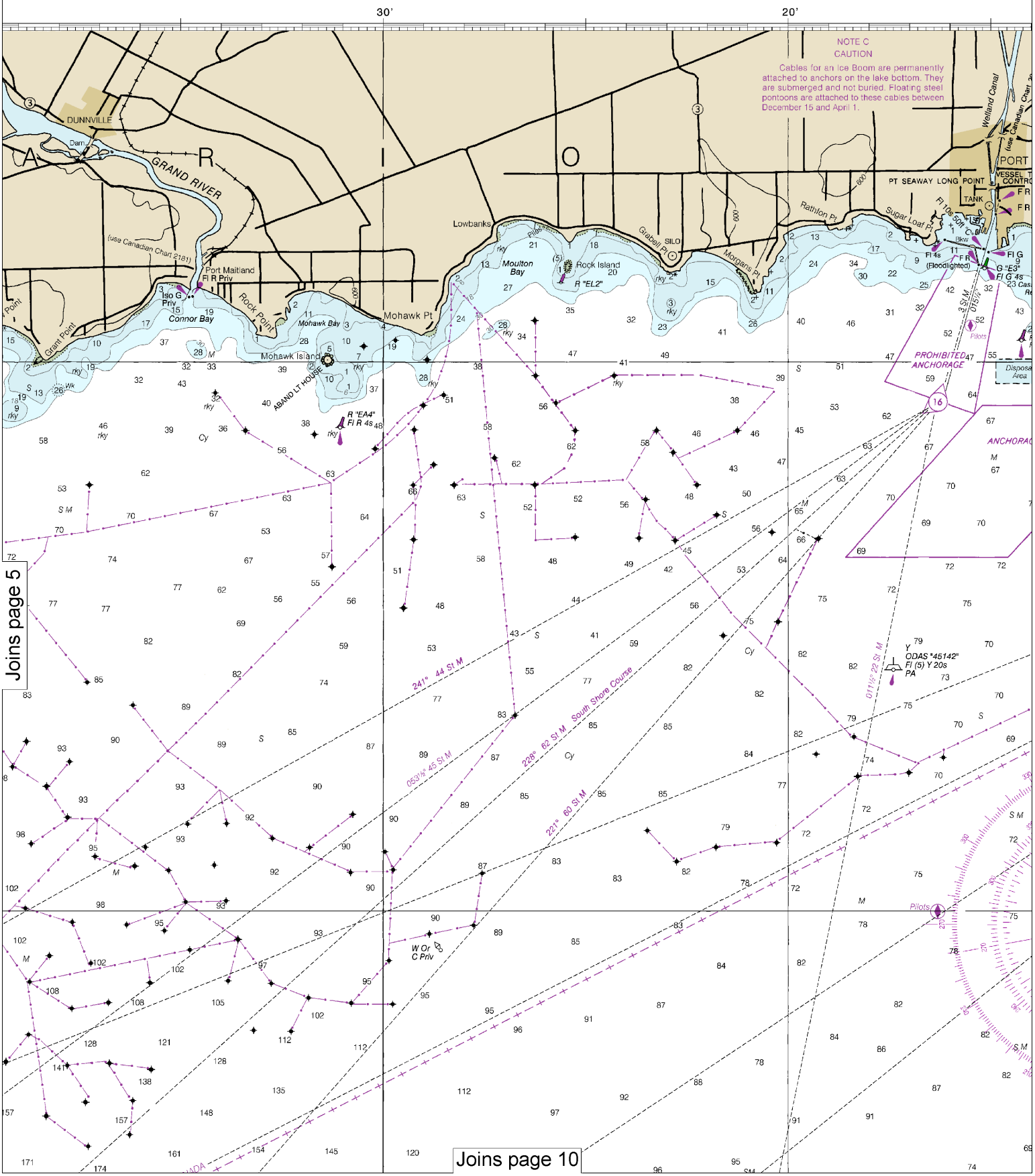
YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 1 2 3 4 5 6 7 8 9 10 11 12 13

See Note on page 5.



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:171428. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



6

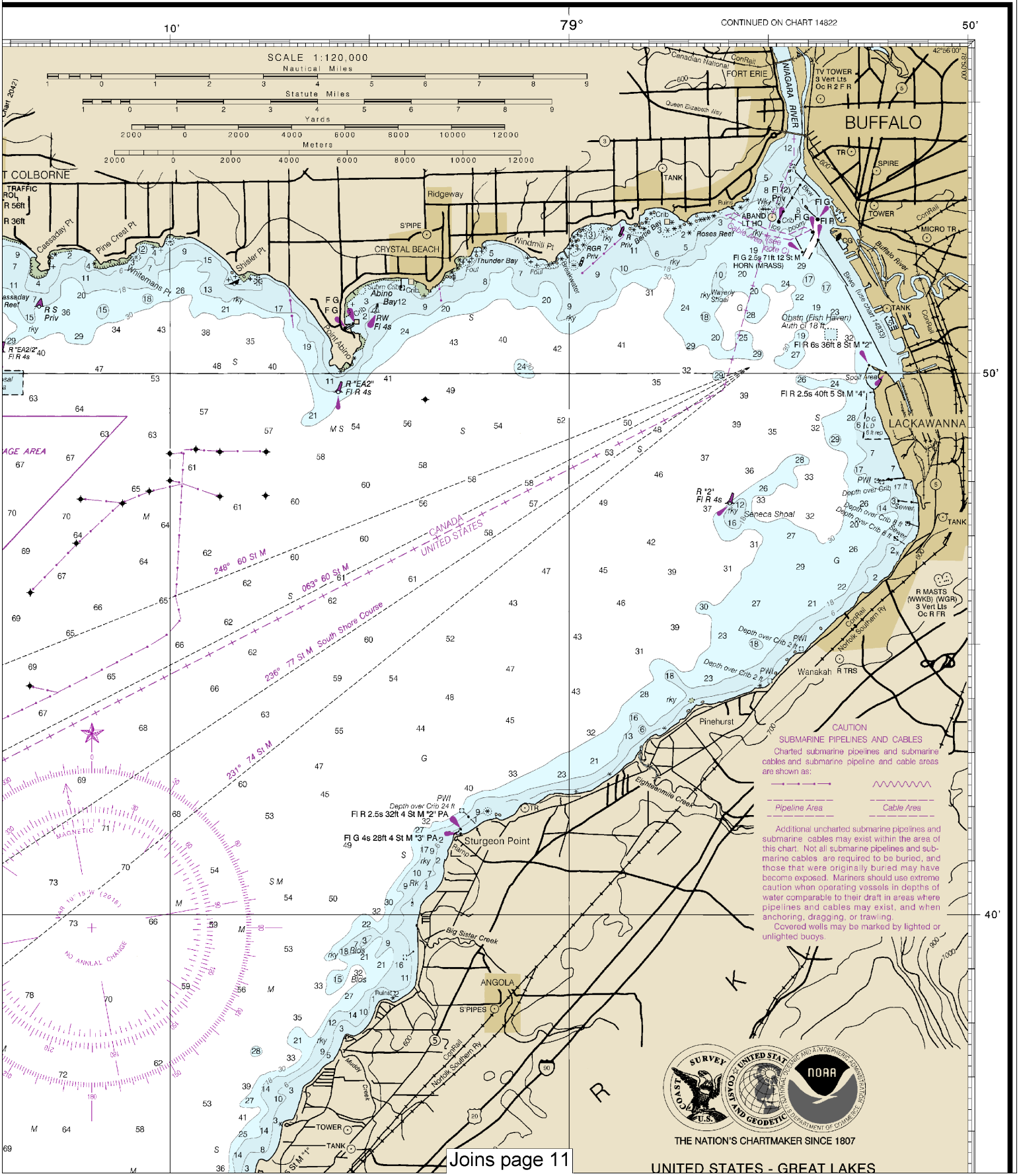
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

YARDS 5000 2500 0 5000 10000 15000

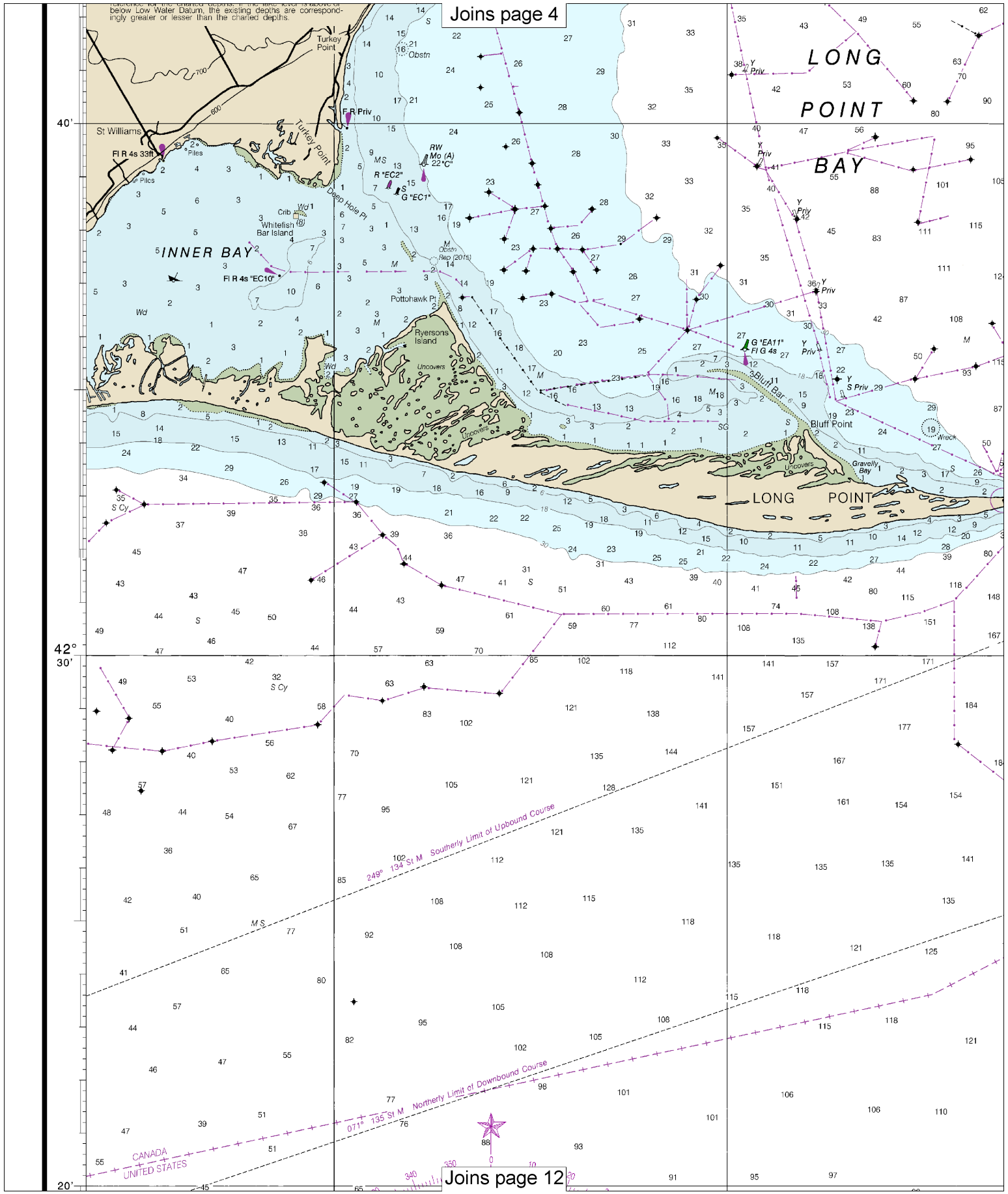
STATUTE MILES 1 2 3 4 5 6 7 8 9 10 11 12 13

See Note on page 5.



Joins page 11

4th Ed., Apr. 2005. Last Correction: 11/21/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)



8

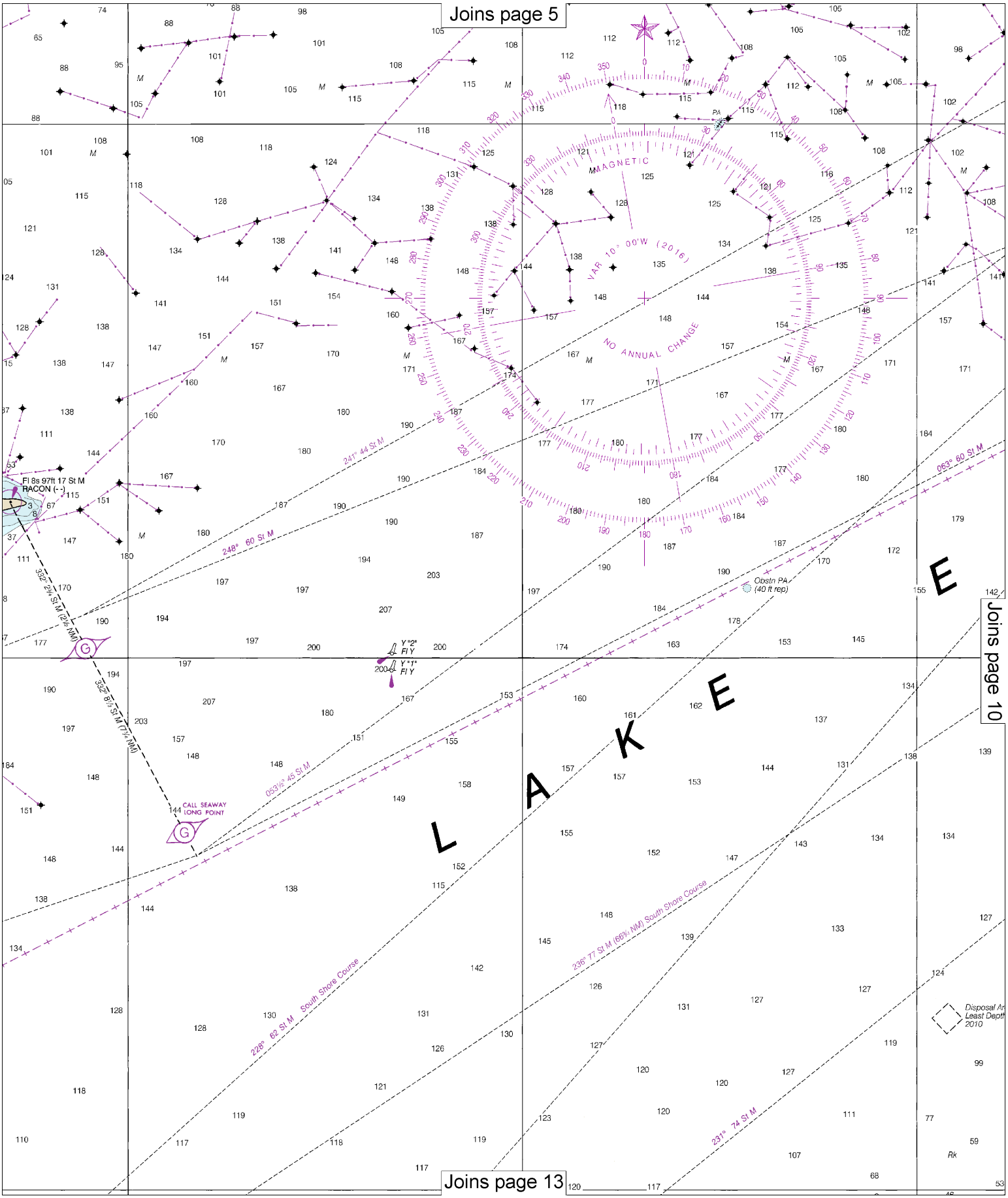
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 1 2 3 4 5 6 7 8 9 10 11 12 13

See Note on page 5.


Joins page 5
Joins page 10
Joins page 13
L A K E E
MAGNETIC
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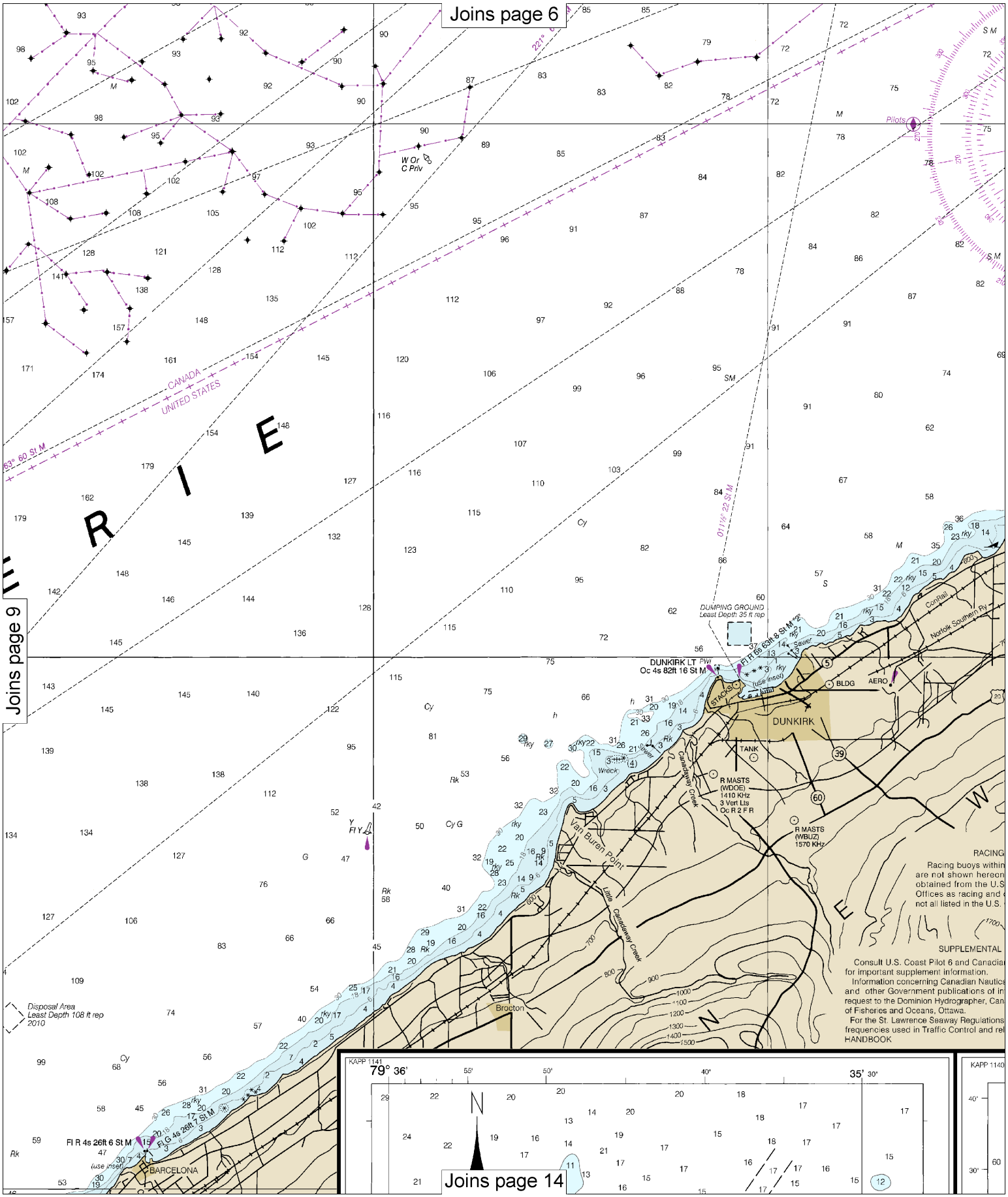
NO ANNUAL CHANGE
Fl 8s 97ft 17 St M
RACON (- -)
CALL SEAWAY
LONG POINT
Obstn PA
(40 ft rep)
Y "2"
Fl Y
Y "1"
Fl Y
247° 44 St M
248° 60 St M
063° 60 St M
053½° 45 St M
236° 77 St M (66⅔ NM) South Shore Course
228° 62 St M South Shore Course
231° 74 St M
332° 2⅔ St M (2½ NM)
332° 8⅓ St M (7¾ NM)

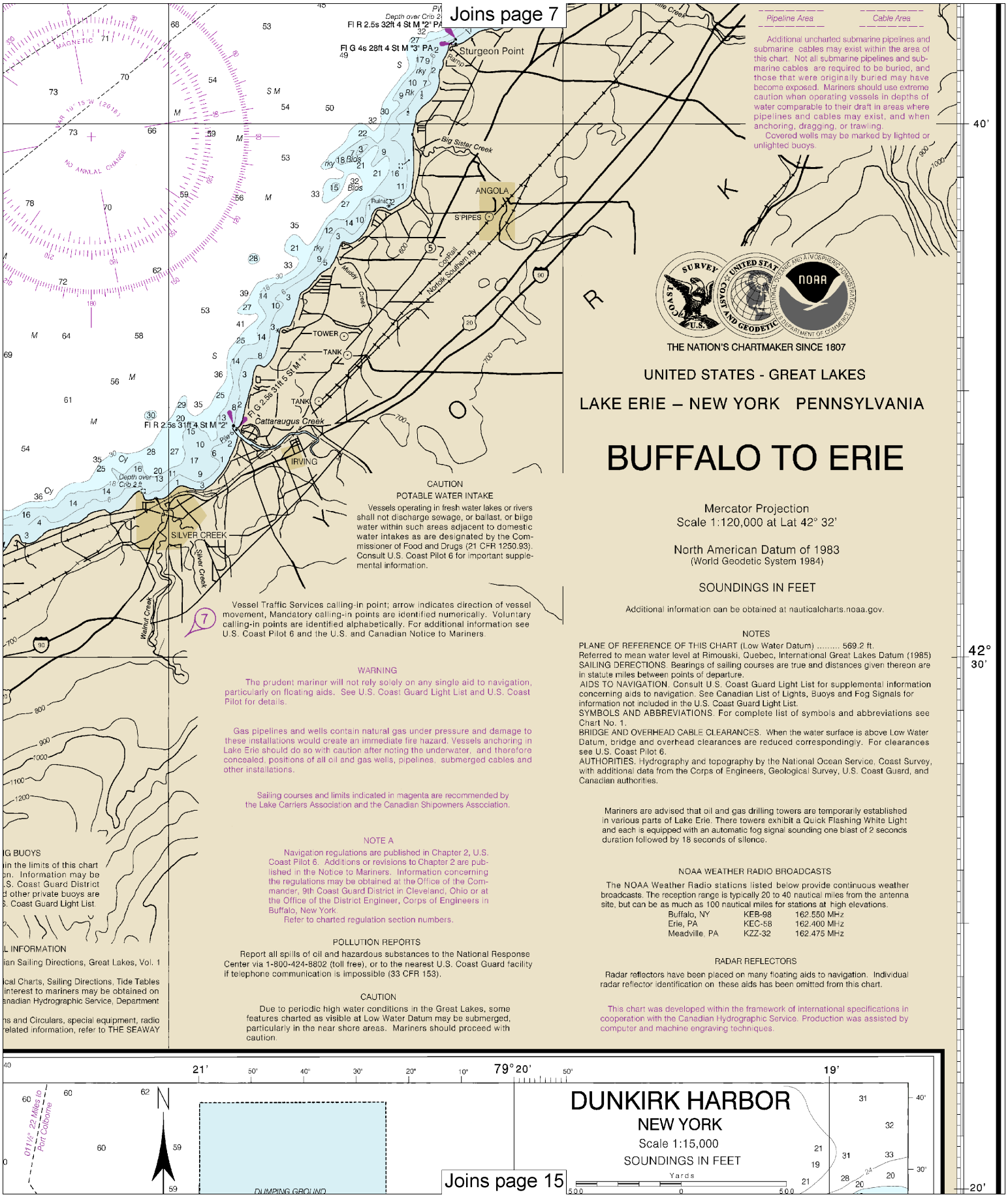


Printed at reduced scale. See Note on page 5.

YARDS 5000 2500 0 5000 10000 15000

STATUTE MILES 1 2 3 4 5 6 7 8 9 10 11 12 13

Note: Chart grid lines are aligned with true north.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES

LAKE ERIE – NEW YORK PENNSYLVANIA

BUFFALO TO ERIE

Mercator Projection
Scale 1:120,000 at Lat 42° 32'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) ..... 569.2 ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985)
SAILING DERECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.
AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

CAUTION
POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

Vessel Traffic Services calling-in point; arrow indicates direction of vessel movement, Mandatory calling-in points are identified numerically. Voluntary calling-in points are identified alphabetically. For additional information see U.S. Coast Pilot 6 and the U.S. and Canadian Notice to Mariners.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Gas pipelines and wells contain natural gas under pressure and damage to these installations would create an immediate fire hazard. Vessels anchoring in Lake Erie should do so with caution after noting the underwater, and therefore concealed, positions of all oil and gas wells, pipelines, submerged cables and other installations.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.
Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

Mariners are advised that oil and gas drilling towers are temporarily established in various parts of Lake Erie. There towers exhibit a Quick Flashing White Light and each is equipped with an automatic fog signal sounding one blast of 2 seconds duration followed by 18 seconds of silence.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

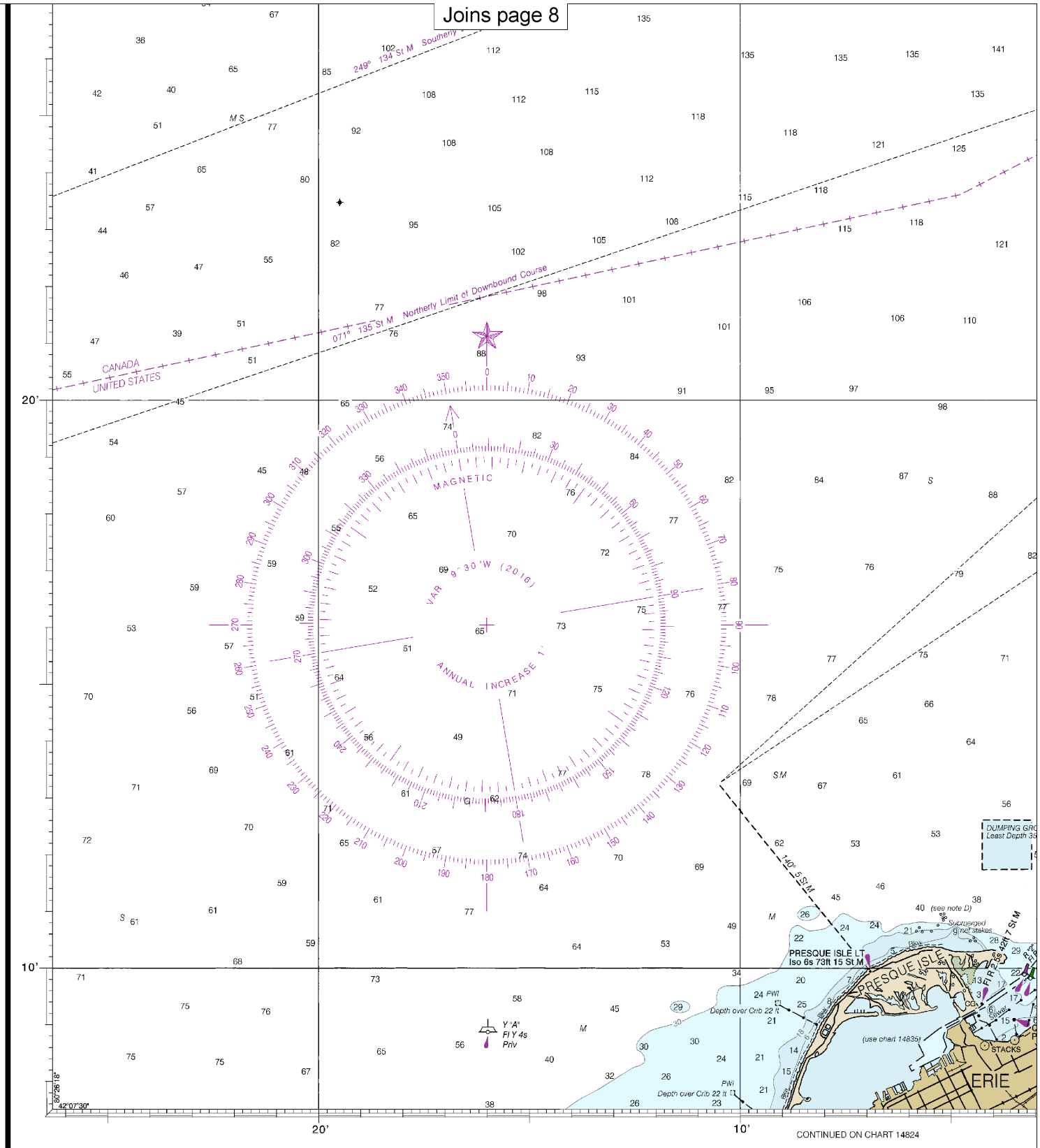
Buffalo, NY	KEB-98	162.550 MHz
Erie, PA	KEC-58	162.400 MHz
Meadville, PA	KZZ-32	162.475 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

This chart was developed within the framework of international specifications in cooperation with the Canadian Hydrographic Service. Production was assisted by computer and machine engraving techniques.

DUNKIRK HARBOR
NEW YORK
Scale 1:15,000
SOUNDINGS IN FEET



14838

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourag
about this chart at

4th Ed., Apr. 2005. Last Correction: 11/21/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

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Printed at reduced scale.

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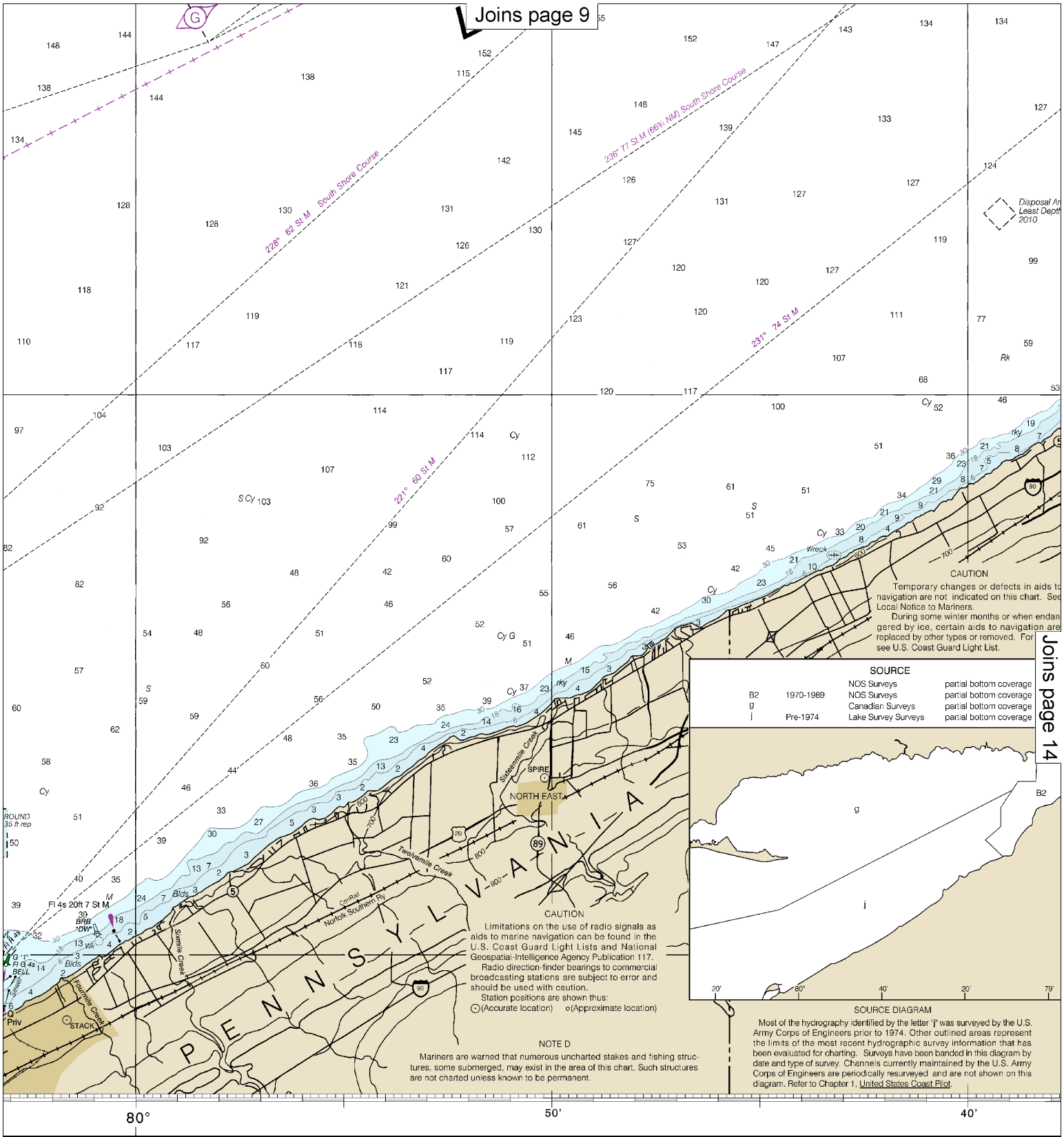
STATUTE MILES 1 2 3 4 5 6 7 8 9 10 11 12 13

See Note on page 5.

Joins page 9



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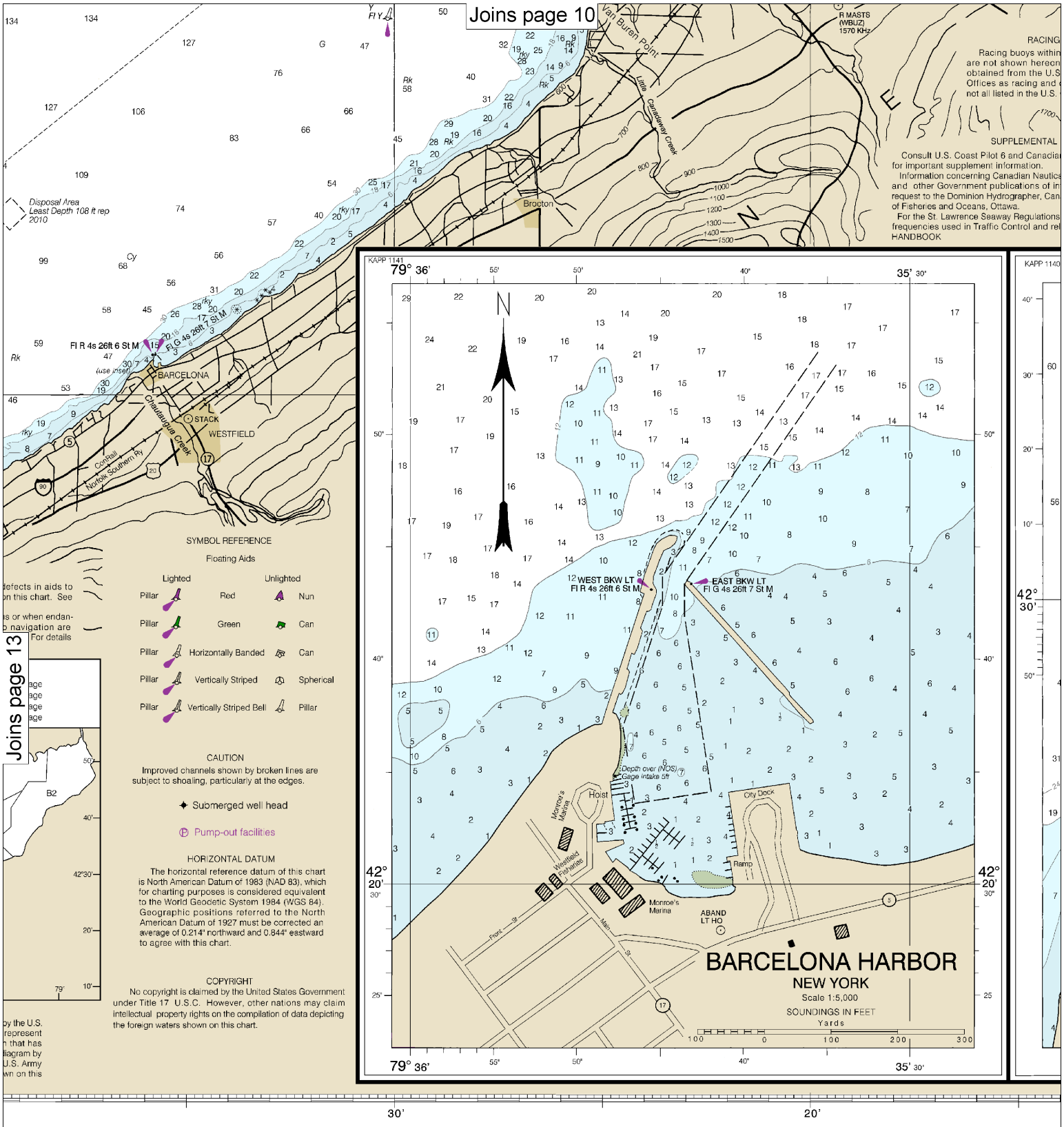

lished at Washington, D.C.
PARTMENT OF COMMERCE
C AND ATMOSPHERIC ADMINISTRATION
TIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

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Joins page 11

...G BUOYS
...in the limits of this chart
...on. Information may be
...S. Coast Guard District
...d other private buoys are
...S. Coast Guard Light List

...L INFORMATION
...ian Sailing Directions, Great Lakes, Vol. 1
...ical Charts, Sailing Directions, Tide Tables
...interest to mariners may be obtained on
...anadian Hydrographic Service, Department
...ns and Circulars, special equipment, radio
...related information, refer to THE SEAWAY

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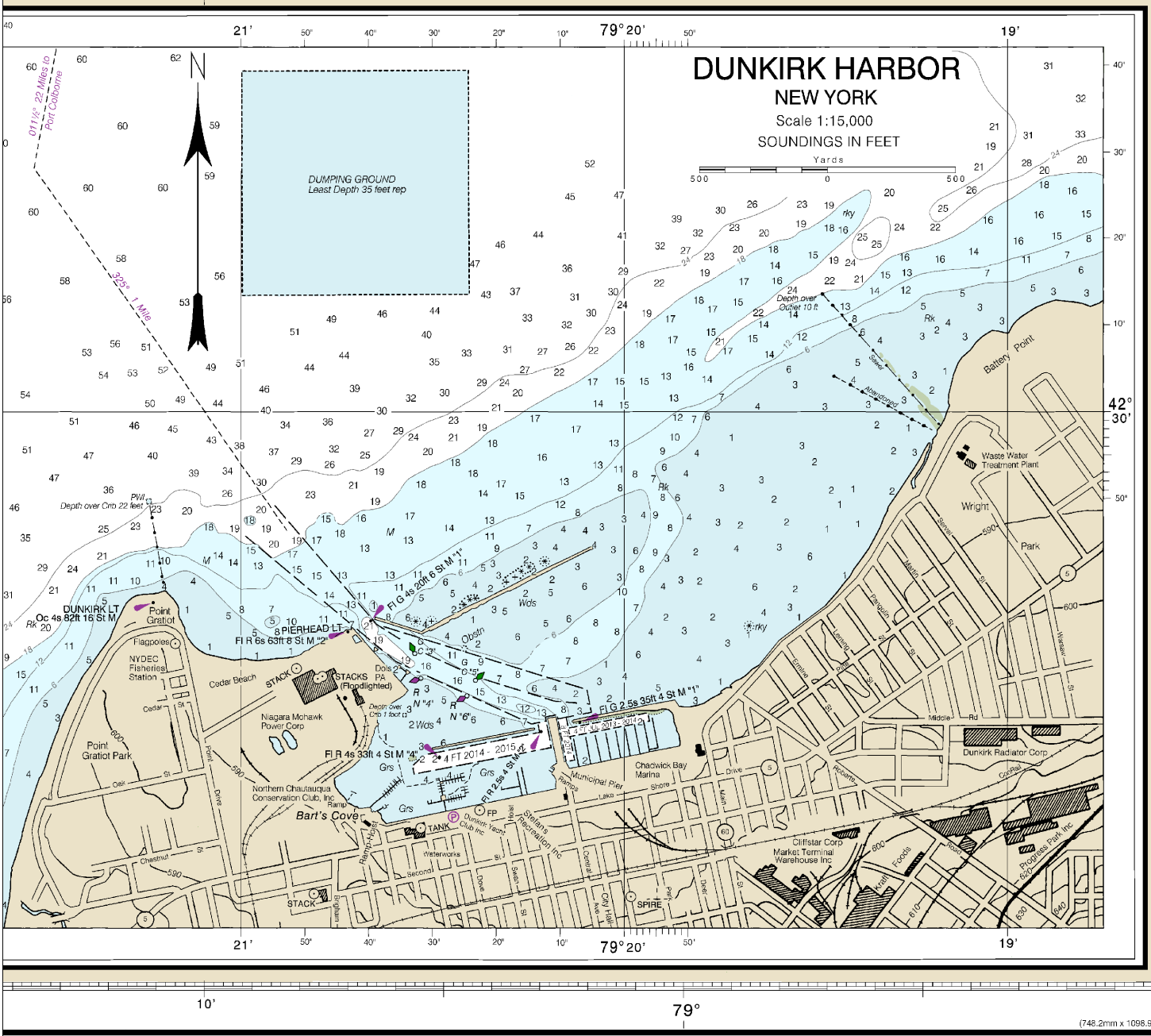

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Buffalo to Erie

SOUNDINGS IN FEET - SCALE 1:120,000

(748.2mm x 1098.9mm)

14838

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— For the latest news from Coast Survey, follow **@NOAAcharts**

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker